



The Hongkong Telegraph.

ESTABLISHED 1881.



NEW SERIES No. 84

日十二月五閏年一十二緒光

FRIDAY, JULY 12, 1895.

五拜禮 號二十月七英港香

THIRTY DOLLARS PER ANNUM.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$5,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COUNT OF DIRECTORS:
J. KRAMER, Esq., Chairman.
Hon. A. MACDONALD, Esq., Deputy Chairman.
Hon. J. J. Bell-Irving, Esq., S. C. Michaelson, Esq.,
G. B. Dodwell, Esq., D. R. S. Sisson, Esq.,
M. D. Eckle, Esq., N. A. Sleba, Esq.,
R. M. Gray, Esq.

CHIEF MANAGER:
HONGKONG—T. JACKSON, Esq.
MANAGER:
Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

T. JACKSON, Chief Manager.
Hongkong, 12th June, 1895. [43]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 per Cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION to be placed on FIXED DEPOSIT at 5 per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.
Hongkong, 15th April, 1895. [48]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital \$1,000,000
Subscribed Capital \$500,000

HEAD OFFICE—HONGKONG.

Court of Directors:
D. Gillies, Esq., Chairman.
H. Stollenforst, Esq.,
Chao Kit Shan, Esq.,
Chow Tung Shing, Esq.,
Kwan Hoi Chuen, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1895. [7]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$800,000
RESERVE FUND \$200,000
RESERVE FUND \$235,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits for 12 months, 5 per cent.

T. E. SANSON, pro. Manager, Hongkong.
Hongkong, 6th June, 1895. [95]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL \$1,500,000
SUBSCRIBED CAPITAL \$1,285,000
PAID-UP CAPITAL \$688,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON CURRENT ACCOUNTS at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 12 months, 5 per cent.
" 6 " 4 " "
" 3 " 3 " "

JOHN THURBURN, Manager, Hongkong.
Hongkong, 18th June, 1894. [8]

Notices of Firms.

NOTICE.

WE have this day Established Ourselves as MERCHANTS at KOBE (JAPAN) under the Name and Style of

HEYNE, BRÜCKELMANN & Co.
Mr. EDUARD KRAUSE has been Authorized to SIGN our FIRM per Procuration.
HEINRICH HEYNE,
F. A. BRÜCKELMANN,
E. R. FUHRMANN.
Hongkong, 1st July, 1895. [89]

Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1165, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASON'S HALL, Zealand Street, on TUESDAY, the 16th instant, at 8.30 for 9 o'clock p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 10th July, 1895. [96]

MR. CHADWICK KEW, (LATE OF POATE & NOBLE.)

HAS OPENED his Dental Rooms at No. 62, QUEEN'S ROAD CENTRAL, a few doors from Messrs. GAUPE & Co. Texts filled permanently, from \$1.00 upwards. Crown and Bridge-work inserted and Texts EXTRACTED.

PLATES A SPECIALITY.
Hongkong, 7th June, 1895. [74]

Insurances.

THE STANDARD LIFE ASSURANCE COMPANY.

has a long record of GOOD SERVICES to refer to; its FUNDS, annually increasing, amount to £8,085,402 Stg. The premiums are moderate; and all modern features consistent with safety have been adopted.

For Particulars and Rates, Apply to

DODWELL, CARLILL & Co., Agents.
Hongkong, 1st July, 1895. [86]

TYPHOON INSURANCE.

NOTICE.

HOUSE-OWNERS, TRUSTEES, MORTGAGERS and Others interested in HOUSE PROPERTY are informed that THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, are prepared to accept Risks against LOSS or DAMAGE by TYPHOONS at Moderate Rates.

For Particulars, apply to

WM. MACREAN, LOCAL MANAGER, Hongkong Branch, Connaught House, Queen's Road Central.
Hongkong, 1st July, 1895. [86]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Underwritten AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Hongkong, 28th May, 1895. [70]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TAELS 600,000 \$835,333.33
EQUAL TO RESERVE FUND \$318,000.00

BOARD OF DIRECTORS.

LEE SING, Esq., LO YUK MOON, Esq., LOU TAO SHUN, Esq.,
MANAGER—HO AMEI.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST, Hongkong, 17th December, 1894. [60]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED \$1,000,000
The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT, Secretary.
HEAD OFFICE, No. 2, QUEEN'S ROAD WEST, Hongkong, 26th May, 1895. [74]

For Sale.

NOTICE.

THE Underwritten has been Appointed SOLE AGENT for WOOD & Co.'s well known COW BRAND of Finest AUSTRALIAN TABLE BUTTER, in 1lb. Tins. Fresh Stocks always on hand. Special Terms to the Trade.

GEO. P. LAMBERT, Duddell Street, Hongkong, 20th April, 1895. [56]

THE FREDERICKSBURG BREWERY Co.'s LIGHT PALE ALE.

Unsurpassed in quality and highly recommended by persons of Refined taste.

Makes a delicious and comforting drink during Summer Months.

H. E. BOTTLEWALLA, SOLE AGENT, No. 2, D'Aguiar Street, Hongkong, 5th March, 1895. [197]

FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

EC., EC., EC.

PRICES VERY MODERATE.

ORDERS respectfully solicited by the Underwritten.

MITSUI B. SAM KAISHA, 2, Queen's Road Central, Hongkong, 2nd January, 1894. [18]

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

28, QUEEN'S ROAD CENTRAL.



SPECIAL DAGGER PACKING FOR HIGH PRESSURE, ROUND OR SQUARE.

ASBESTOS PACKINGS of every description. ASBESTOS SHEETS, MILLBOARDS, CANVAS, &c. ASBESTOS COMPOSITION for COVERING BOILERS and STEAM PIPES. CANVAS CORE PACKING (Tuck Form). SPECIAL ENGINE and CYLINDER OILS. ASBESTOLINE, the most economical lubricant. ALL GOODS BEARING TRADE MARK GUARANTEED.
Hongkong, 25th February, 1895. [189]

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

In cases of 2 doz. pints \$35 per case.
do " " quarts \$33 " "

SHEWAN & Co., Agents.
Hongkong, 13th May, 1895. [634]

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG, A. B. C. Code. TELEPHONE, No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.

For further Particulars apply to

THE MANAGER, MOUNT AUSTIN HOTEL.
Hongkong, 27th June, 1895. [184]

KELLY & WALSH, LD.

HAVE NOW ON HAND IN THE VERY FINEST CONDITION STOCKS OF THE FOLLOWING BRANDS,

TOBACCOS.

CIGARS. CIGARETTES.

WILLS' CAPSTAN NAVY CUT—Full Medium Mild.

PLAYER'S NAVY CUT.

WILLS' THREE CASTLES.

COPE'S BIRDS EYE.

PIONEER BRAND.

HAPPY THOUGHTS.

PAGODA BRAND.

GOLDEN EAGLE.

KELLY & WALSH, LIMITED.
Hongkong, 4th July, 1895. [6]

SHAREHOLDERS

OF THE HK. HOTEL ARE ASKED TO LOOK IN NOW AND AGAIN

AND SEND A DOLLAR OR TWO, AND AT THE SAME TIME PAYMENT THEIR

OWN PROPERTY.

BIG DISCOUNTS ALLOWED TO STEADY PATRONS.

THE CLUB HOTEL. HOTEL METROPOLE.

5, BUND, YOKOHAMA.

1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of passing either in Tokyo or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

C. T. BENNEY, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO. [186]

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above COMPANY will be held at the COMPANY'S Office, No. 9, PRAYA CENTRAL, on MONDAY, the 15th July next, at 12 NOON, when the Subjoined Resolution which was passed at the Extraordinary General Meeting held on the 29th June, 1895, will be submitted for confirmation as a Special Resolution—

"That the words 'and the Company may at any time by Special Resolution reduce its Capital in any manner permitted by law' be added at the end of Article No. 19 of 'The Articles of Association of this Company.'"

Dated the 29th June, 1895.

SHEWAN & Co., General Managers.
8651

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND at the rate of Four per cent. for the SIX MONTHS ending 30th June, 1895, will be PAYABLE on the 22nd July next, on which date DIVIDEND WARRANTS may be obtained on application at the COMPANY'S Office, No. 5, QUEEN'S ROAD CENTRAL.

THE TRANSFER BOOKS of the COMPANY will be CLOSED on 20th and 22nd instant. By Order of the Board of Directors.

A. SHELTON HOOPER, Secretary.
Hongkong, 8th July, 1895. [901]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the Rate of Two and a Half per Cent. (ONE DOLLAR AND TWENTY-FIVE CENTS per Share) for the Six Months ending 30th June, 1895, will be PAID to those Persons who are registered as SHAREHOLDERS in the above Company, on MONDAY, the 30th July, 1895.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to the 29th instant, both days inclusive.

By Order, EDWARD OSBORNE, Secretary.
Hongkong, 11th July, 1895. [912]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 55.

TAIHEK BARRIER BEACONS, BLENHEIM PASSAGE.

NOTICE is hereby given that the WESTERN or UPPER BEACON has been CARRIED AWAY. Until it can be replaced a boat will be moored to mark its position, on which, the red light will be hoisted at night.

J. H. MAY, Harbour Master.

Approved, E. FARAGO, Commissioner of Customs, Customs House, Canton, 10th July, 1895. [910]

TO SHIPMASTERS.

STEAM WATER-BOT COMPANY.

THE Underwritten are prepared to SUPPLY on shortest notice any quantity of PURE FRESH FILTERED WATER for both DECK and BOILERS.

The only Company in Hongkong exclusively Supplying FILTERED WATER.

Despatch Guaranteed. Call Flag "W."

J. W. KEW & Co., 18, PRAYA CENTRAL.

Hongkong, 17th November, 1894. [787]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAITAN,"

Captain Goddard, will be despatched for the above Port on SUNDAY, the 14th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS, LAIRA & Co., General Managers.
Hongkong, 11th July, 1895. [913]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"

Captain Hodgins, will be despatched for the above Ports on SUNDAY, the 14th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS, LAIRA & Co., General Managers.
Hongkong, 11th July, 1895. [914]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE (DIRECT).

THE Steamship

"AIRLIE,"

Captain Ellis, will be despatched as above on TUESDAY, the 14th instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 10th July, 1895. [908]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Steamship

"GLAMORGANSHIRE,"

Captain Vyryan, will be despatched for the above Ports on FRIDAY, the 26th instant, at Noon.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, 1st July, 1895. [449]

SAILING VESSELS.

NOTICE TO SHIPPIERS.

FOR SAN FRANCISCO.

THE 100 A.I. Steel & Masted Bark

"ALCEDO,"

Captain R. Coutts, will load here for the above Port, and be despatched on or about the 25th July, 1895.

For Freight, apply to MELCHERS & Co., Agents.
Hongkong, 7th June, 1895. [751]

FOR BALTIMORE.

THE 3/3 A.I. American Ship

"CENTENNIAL,"

Colcord, Master, now loading for the above Port, will be followed by the 3/3 A.I. American Bark "FRED. P. LITCHFIELD,"

Young, Master, to load here for the above Port during August/September.

For Freight, apply to MELCHERS & Co., Agents.
Hongkong, 24th June, 1895. [835]

FOR SAN FRANCISCO.

THE 100 A.I. British Ship

"LYNDEHURST,"

Marlin, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co., Agents.
Hongkong, 29th May, 1895. [907]

FOR NEW YORK.

THE 100 A.I. British Still Bark

"BELMONT,"

Ladd, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co., Agents.
Hongkong, 17th June, 1895. [704]

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "BELGIC,"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.
Hongkong, 11th July, 1895. [915]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, MANCHESTER, LIVERPOOL, PENANG AND SINGAPORE.

THE Company's Steamship

"OOPACK,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underwritten before Noon on the 18th instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 17th instant, at 3 o'clock P.M. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th instant, will be subject to rent

Today's
Advertisements.

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"PALINURUS."
Captain T. S. Jackson, will be despatched as above TO-MORROW, the 13th instant, at 9 A.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 12th July, 1895. [1886]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, VIA SWATOW.
(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHANG, HANKOW and PORTS on the YANGTZE.)
THE Company's Steamship

"LOKSANG."
Captain Moncur, will be despatched as above on SUNDAY, the 14th instant, at Daylight.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 12th July, 1895. [1916]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Steamship

"WHAMPOA."
Captain Hards, will be despatched on MONDAY, the 13th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 12th July, 1895. [1922]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA."
Captain Cass, will be despatched as above on THURSDAY, the 18th instant, at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 12th July, 1895. [1919]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENESK."
Captain Webster, will be despatched as above on TUESDAY, the 23rd instant, instead of as previously notified.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 12th July, 1895. [1877]

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MERIONETHSHIRE."
Captain Davies, will be despatched for the above Port on WEDNESDAY, the 24th instant, at Noon.
For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.
Hongkong, 12th July, 1895. [1327]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"BULLMOUTH."
Captain T. G. Scott, will be despatched as above on or about the 23rd instant.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 12th July, 1895. [1921]

SPANISH MAIL STEAMSHIP LINE.

NOTICE TO SHIPPERS.

OWING to quarantine restrictions at Manila the S.S. "BARCELONA" will not call at this Port as previously announced.
The S.S. "CADIZ" expected here about the end of August, will load for SPANISH PORTS and LIVERPOOL.
For Further Particulars, apply to the Agency of the Company, No. 22, Stanley Street.
VILLA LOPEZ & Co.,
Agents.
Hongkong, 12th July, 1895. [1918]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 15th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 12th July, 1895. [1920]

THE PHARMACY.

SPRAY PRODUCERS, CUT GLASS BOTTLES,

SELTZGENES, MANICURE REQUISITES,

PIQUANT'S PERFUMERY AND TOILET WATERS,

TONIC KOLA WINE, GOLDEN MALTEX,

FAIRBANK'S EAU DE COLOGNE.

Sole Agents for "TANSAN" the popular Table-Water which contains 8 per cent. more iron carbonate than that from any other Claybeate Spring.

FLETCHER & Co., and CARMICHAEL & Co., Ltd.
Hongkong, 12th July, 1895. [131]

TO LET.

No. 6, UPPER MOSQUE TERRACE.
Apply to
LINDSEY & DAVIS.
Hongkong, 12th July, 1895. [1923]

Today's
Advertisements.

S-T. JOHN'S LODGE
OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 12th instant, at 8.30 for 9 o'clock, precisely. Visiting Brethren are cordially invited.
Hongkong, 12th July, 1895. [1891]

HONGKONG RIFLE ASSOCIATION.

TO-MORROW (SATURDAY), 13th JULY, 1895, AT 2.45 P.M.

COMPETITION, SHORT RANGE CUP; Ranges, 200 and 300 yards; Seven Shots and a sighting shot. Entrance fee, 30 cents.

G. K. MOORE, Honorary Secretary.
Hongkong, 12th July, 1895. [150]

THE GYMKHANA.

THE SECOND GYMKHANA of the SEASON will be held on the RACE COURSE

TO-MORROW (SATURDAY), 13th JULY, (Weather Permitting.)

FIRST RACE AT 4.30 P.M. SHARP.

Admission 3s to non-Ticket Holders. Soldiers and Sailors in Uniform free.

LADIES are cordially invited.

GODFREY C. C. MASTER, Hon. Sec., pro tem.
Hongkong, 12th July, 1895. [1917]

BROWN, JONES & CO.

DEALERS IN ITALIAN AND AMERICAN MARBLE AND HONGKONG GRANITE CEMETERY MEMORIALS.

LETTERS CUT AND FILLED WITH IMPERISHABLE LEAD CEMENT.

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED.

VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.
Hongkong, 3rd May, 1895. [127]

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The purest ingredients only are used, and the utmost care and cleanliness exercised in the manufacture throughout.

The water used is proved by repeated analyses to be absolutely pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Emptyies when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER

SODA WATER

LEMONADE

POTASH WATER

SELTZER WATER

LITHIA WATER

SARSAPARILLA WATER

TONIC WATER

GINGER ALE

GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.
Hongkong, 1st June, 1895. [15]

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 12, 1895.

(Special to Hongkong Telegraph.)

TELEGRAM.

THE MIKADO AND THE BRITISH ADMIRAL.

THE JAPANESE PRIME MINISTER VISITS THE BRITISH FLAGSHIP.

YOKOHAMA, July 12th, 3.40 p.m.

The report that His Majesty the Emperor intended calling on board the British flagship at an early date is false. It is, however, true that His Excellency Count Ito, the Prime Minister, has paid a visit to Admiral Buller on board the *Centurion*.

[We telegraphed to our Yokohama correspondent on this subject this afternoon, and the above is his reply, owing to having some doubt about the truth of the alleged date in the *Yokohama Herald* of the 10th instant that H.I.M. the Emperor of Japan was then about to call on board the *Centurion*.—Ed. H.K.T.]

REUTERS' TELEGRAMS.

ABYSSINIA.

LONDON, July 11th.

Emperor Menelik's attitude towards the Italians is unmistakably becoming more hostile, and he has imprisoned an Engineer called Capodoni on suspicion of his being in communication with the Italian General Baradelli.

LOCAL AND GENERAL.

H.M.S. *Palliser* is to return to China from Portsmouth at an early date.

It is rumored in Tokyo that Count Inouye will be appointed Minister for Foreign Affairs.

Twenty-one days was the dose of "physic" administered to a coolie at the Police Court today for annexing thirty cents' worth of old iron.

A regular meeting of St. John's Lodge, No. 618, S.C., will be held in the Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

Sir Ernest Mason Stow, K.C.M.G., the new British Minister to Japan, proceeds to his post by Canadian Pacific route, and is timed to leave Vancouver per *Empress of China* on 15th inst.

The fleet of the greatest of British shipping companies—the P&O—and the *Empress of India* Navigation Company—has been raised to 225,000 tons; and there are now building for it seven steamers of a total of 40,100 tons.

The open golf championship at St. Andrews on the 13th June resulted in victory for H. Taylor, of Winchester, with a score of 322. Herd, of Huddersfield, was second with 326, and Andrew Kirkaldy, of St. Andrews, third, with 332.

The *Yokohama Herald* states that Admiral Buller, while in the Yokohama Post Office on business a few days ago, was relieved of 80 yen by a "cat-purse." The matter having been reported to the police, the "D's" are looking high and low for the miscreant.

The Second Gymkhana of the '95 season, which had to be postponed last week, owing to the inclemency of the weather, will (D.V. and W.P.) be held at the race course to-morrow afternoon commencing at 4.30, sharp. By the programme it will be seen that an excellent afternoon's sport has been provided by the Committee.

It is stated that the proprietors of Lloyd's Register of British and Foreign Shipping has decided to reduce the subscription of Marine Insurance Companies, public companies, and public establishments from £10 to £6.6s per annum for a single copy of the Register Book, together with the fortnightly supplements of corrections and additions.

Two eminent editors celebrated their birthdays on 10th ultimo: Sir Edwin Arnold of the *Daily Telegraph*, and Mr. Edmund Buckle, M.A., of *The Times*. The former was born in 1832, and has been connected with the *Daily Telegraph* since 1856. Mr. Buckle was born in 1854, and joined *The Times* in 1884. Both were educated at Oxford, and both won the Newdigate prize, the former in 1852, his subject being "The Feast of Belshazzar," and the latter in 1875.

The ravages of "chinch bugs" in the wheat fields of Eastern Kansas have, says the *Chicago Trade Bulletin*, become so destructive that the farmers of many counties are applying to Professor Snow, Chancellor of the State University, requesting him to send them infected bugs with which to stop the work of destruction. Chancellor Snow has thousands of bugs at his laboratory which are diseased. To the farmers he sends a few of these bugs inoculated with disease, which are scattered in the field. The contagion immediately spreads and the chinch bugs die by the million.

Those who have not had the pleasure of beholding Mr. H. J. Wilson, M.P., the sole remaining active Anti-Opiologist of the defunct Royal Commission, in the flesh, may be gratified to see a portrait of him in a recent issue of the *Review of Reviews* accompanying the paragraph in which Mr. Stoad reluctantly takes leave of his former convictions. Mr. Wilson's physiognomy is interestingly typical of his class. A bulbous forehead, a large ear, high cheek-bones, a long upper lip, a heavy jaw, and side whiskers—it is possible to understand *fads* springing, Minerva-like, ready armed, from the brain attached. If his photograph goes for anything Mr. Wilson will stick to his "cause" to the bitter end—of objection.

A NOVEL case of counterfeiting was recently brought to light. Some silver dollars were paid into a government office at Fricco which the expert declared were counterfeit although every ordinary test but one failed to show anything wrong with the coins. When weighed, however, it was found they were too heavy and a careful test proved that each dollar contained 25 grains more silver than the standard dollar. Pure metal had been used as the bullion value of silver gave the counterfeiters about 30 cents profit on each dollar. Had the exact number of grains required by law for a standard dollar been used, Uncle Sam might, for a long time, have been ignorant of the fact he had "driven" in the business of manufacturing "the dollar of our days."

APPARENTLY Sir William Van Horne and his fellow-promoters of the Canadian fast mail service have been able, states a correspondent of the *L. & C. Express*, to come to terms with regard to the annual subsidy of £50,000 to be paid by the Home Government, as orders are about to be placed with two of the largest shipbuilding firms in the Kingdom for the immediate construction of vessels very similar in type and size to the *Considers Campana* and *Lucania*. At all events it is now certain the service is to be between Liverpool and Montreal, and is to be started in summer of next year. But with vessels costing over £2 a minute to work it is very questionable if even the total subsidy of £50,000—to be provided as to two-thirds by the Dominion and as to one-third by the Home Government—will enable the company to run at a profit.

THE Grace Hawthorne Company closed their performances in Shanghai by the representation at the Lyceum on Tuesday evening of Sardou's great drama *Theodora*, says the *N. C. Daily News* in a recent issue. The cast of this spectacular play was undertaken by ten persons, so that a great deal of doubling of parts took place, and in the third act a stage war occurred while the actor representing the Emperor went out by one door in order to make a lightning change and come in by another as the chief conspirator. Some portions of the play were acted with much spirit and brought down the house, but generally speaking it was evident that the Company had attempted more than they were able to perform; and the waits between the acts were long and wearying. The theatre was very well filled, the performance being for the benefit of Miss Grace Hawthorne. This brings to mind the never-to-be-forgotten performance of *Theodora* in our very own Theatre Royal—doesn't it?

Thus the *Japan Gazette*, erroneously, on the 3rd instant:—"It is said that on Friday H.I.M. the Japanese Emperor will pay a visit to the *Centurion*. If the statement be authentic, and we have very good reasons to believe that our information is reliable, this will be a very important occasion. It will advertise to the world the excellent terms existing between the Japanese and the British, for although the visit may be—we do not say it is—prompted by a laudable curiosity to inspect the finest specimen of marine architecture afloat in Eastern waters, yet its significance at the present juncture cannot be over-estimated. Had it been merely curiosity last year would have afforded an opportunity for earlier gratification, seeing that the *Centurion* was here in the middle of June, 1894. To-day, when political storm-clouds darken the horizon, the visit of the Emperor would be of special interest. We trust the news is true. In our opinion the interests of England and Japan are of such a nature that whatever differences of opinion may have existed in the past, in the future the relations of the two must inevitably become more intimate, and if they are not in the near future found facing common foe on the battle field, they will at least have to adopt united action in diplomatic affairs."

THE remarks of Sir Thomas Sutherland at the usual half-yearly meeting of the proprietors of the P. and O. Company have, says the *L. & C. Express* of 14th ultimo, a wider interest than the persons to whom they were addressed, and we are quite accustomed to look for revelations. At the last meeting we were told that the exchange question would probably lead, early in next century, to P. and O. vessels being built on the banks of the Yangtze instead of those of the Clyde. On the present occasion he alluded to us of present and prospective Japanese competition, and forebodings that the great P. and O. Company may find its headquarters in some portion of the Far East, whence the main control of the trade will come. "Only two years ago," he pointed out, "an enormous trade was done between the North of Europe and India in lucifer matches." Within the last twelve months the whole of that trade has been swept away and absorbed by Japan, which country, he added, was a very strong competitor with Europe for the supply of the markets of India and China. The change could be pointed out in many other directions, and is likely to be accentuated now the war is over. Japan supplies many Singapore requirements, and to other suggestions for goods for that market she replied that as soon as the war was over more attention could be devoted, and the goods of such and such a class made exact to requirements. So it must continue to be whilst labour enters so largely into cost of production and whilst the cost of Japanese labour has been reduced by about half, when quoted in sterling. China has been slower to seize the like opportunity that is presented to her, but it may none the less be sure in the end, to the cost of the British manufacturer. Sir Thomas's words as to the development we may expect in China probably echo the sentiments of most foreign merchants dealing with that country. The Chinaman will, doubtless, be as slow in peace as he is in war. The development, says our contemporary, will take place, but it will be slow and gradual, and not at all of a sensational nature.

THE CRISIS IN FORMOSA.

ANPING ABANDONED BY THE BRITISH NAVAL AUTHORITIES.

HER MAJESTY'S WAR VESSELS OFFER PASSAGE TO CHINA TO THE EUROPEAN RESIDENTS OF TAIWANFOO.

EXPOSURE OF THE VASCILLATION OF THE BRITISH AUTHORITIES.

THE BRITISH CONSUL PROTESTS IN VAIN.

ADMIRAL BULLER'S ORDER: "IMMEDIATELY AND STRICTLY CARRIED OUT."

Our Taiwanfoo correspondent has furnished us with the following most interesting report of the stirring events connected with the startling policy recently pursued by the British naval authorities in respect to the crisis in Formosa brought about by the refusal of General Liu, the Chief of the notorious "Black Flags," to quit the "Beautiful Isle" after it had been formally ceded to Japan by the Emperor of China, brief particulars of which have already been telegraphed to and published by us during the past few days:—

ANPING, July 1st.

You are, of course, aware of the extensive and ostentatious preparations which the British Naval Authorities have made during the past few weeks for protecting British lives and property in Anping—the northern section of the port of Taiwan, or Taiwanfoo. So effective have these arrangements proved hitherto, that the Black Flag Chief (Liu) and his blustering and usually followers, had subsided into a quietude, so much so, in fact, that it was possible to carry on trade not only at the ports of Taiwanfoo and Takao but in the interior as well with scarcely any appreciable diminution in the volume of trade of course, the elements of modern and brigandage no doubt have been existent here, but the bold and business-like measures taken to resist the insurgents have up to date had a most desirable effect. Encouraged by their own Authorities to take it for granted that due protection would be afforded them until the Japanese occupied the port, the British merchants and others have carried on their business in comparative security, entering into contracts and otherwise developing their business as opportunity offered and as the exigencies of the moment dictated as fair and reasonable, little dreaming, of course, of the sudden and inexplicable turn which events were to take through the caprice of the British Admiral. One can better imagine than describe the consternation and despair caused by the announcement that a British Admiral had issued peremptory orders for the immediate withdrawal of all the troops and ships from this port, coupled with the strongest recommendation the resident should at once cancel their engagements, forsake their respective callings and their property and goods, and take passage, just as they stood, in the retreating vessels of the "Queen's Navy!"

I have ascertained that this never-to-be-forgotten mandate of the Admiral was received some days before it was made public and, of course, fully appreciated the extreme gravity of the situation, made special and urgent representations to the Admiral as to the true state of affairs and the probable disastrous result of giving effect to his decree. The appeal was, however, made in vain, for, as far as I can learn, the only response vouchsafed was

"MY ORDERS ARE TO BE IMMEDIATELY AND STRICTLY CARRIED OUT."

The British Consul most vigorously backed up the Residents' strongly-worded protest and appeal for further protection, but all in vain. I am informed, also, that Her Majesty's Minister at Peking espoused the cause of the Residents and pressed Admiral Buller to reconsider his decision. That official turned a deaf ear to the appeals, and the result is that to-day the whole of the British forces landed here were re-embarked on board Her Majesty's ships *Rainbow* and *Spartan*. The steam launch *Anping*, which was armed and commissioned to assist in the protection of the settlement, has been paid off, and all the bedding and barrack fittings have been sold for whatever they could fetch! Nothing now remains of our once effective and well-ordered Garrison battalions and machine gun works which have been thrown up and machine guns ranged in battle array. In a word, as far as our Government is concerned, the Residents of Anping, indeed, as I have shown, by their faith in the promises and acts of those from whom they were entitled to look for support, not only made no preparations for such a lamentable turn of events, but actually (assuming the "active interference" could not possibly be brought to such a sudden and disastrous conclusion) entered into important business engagements, and in some cases made large advances, which render the sad plight they now find themselves in doubly deplorable.

Admiral Buller has not vouchsafed the slightest explanation of what induced him to adopt such an extraordinary policy, so we can only surmise reasons which may possibly be advanced hereafter:—

First.—That some very grave international complication has arisen, or is likely to arise, of which he has, he alone of the British officials in the East, has cognizance. If this be so, though it may reasonably be asserted that it affords no little justification, yet surely some less drastic, not to say harsh and despotic measures might have been adopted with a view to modifying the inevitable effects which such a sudden "change of front" in the ordinary course of events would be bound to produce.

Second.—That bel g new to the station, Admiral Buller has some exaggerated idea of the impossibility of his ships finding shelter in the event of a typhoon sweeping over this region. To this the reply is obvious: seeing that for a number of years merchant steamers, (the average speed of which cannot be compared with that of the slowest of the warships in Formosa waters) whose Commanders, when here, are fully aware of their proximity to the splendid landlocked harbour in the Poyardores Group, near by, never fail to call regularly at Anping although the south-west monsoon has been blown up and machine guns ranged in battle array. Moreover, stay here long enough to take in and discharge good cargoes. This, too, it must be remembered, has been done with perfect immunity from accidents of any kind. It may be argued that in the event of the warships having to leave for a short time, owing to a storm, the Black Flags might avail themselves of that opportunity to make a desperate attack on the foreign settlement, when, of course, the comparatively small European garrison might find it difficult to hold its own against Liu's fairly disciplined and ferocious hordes. It is a fact, I believe, that experts who have carefully examined the place (including no less an authority than Admiral Sir, R. E. Fremantle) are of opinion that even a smaller force than that recently stationed here would be perfectly competent to hold the settlement, at least for such a time as, in the event of some great emergency, would elapse in procuring suitable assistance from Amoy or Hongkong. At all

events, even if Admiral Buller, who is undoubtedly not only entitled, but doubtless fully competent, to form an opinion of his own, really thought the garrison not strong enough to hold its own for a few days independently of the warships, should it have been necessary for them to run for shelter, then, seeing the extreme gravity and importance of the situation, surely he ought to have increased the strength of the garrison rather than by removing the troops altogether break faith with those who, risking their lives and all their varied interests through his past professions and acts, are now on the horns of a much more serious dilemma than if nothing in the way of military precautions had been attempted.

I am fully aware that in stating that trade is the foundation on which the might and majesty of Great Britain stands it will be averred, that I am raking up a very stale "war" but *maître tout* the fact remains, that Napoleon had good reason to call us "a nation of shopkeepers," that the allegation of the gallant and marvellous little Corsican is as justifiable to-day as ever it was, and it is the knowledge of the fact that our existence as a Great Power depends on the due protection of our commerce in all parts of the world which causes the British taxpayer to readily respond to all and every call on him whenever funds are required for the due protection of our trade, be it in the heart of "Darkest Africa" or in savage territories beyond the Himalayas. Moreover, we are bound to remember in times like these that the strength of the Navy is ever being increased with a view to placing the Government in a position to protect our trade in all parts of the world and against all odds. China, as it well known, is now looked upon as a best field for commercial expansion, and this is admitted on every hand and some nations are striking while the iron is hot. It has been repeatedly urged by English politicians (alas! in vain seemingly) that the Government should foster and protect all our channels of trade, no matter where situated or however minute. The questions whether this or that place has at the moment a certain number of establishments or whether the aggregate trade of certain communities amounts of so-and-so many thousands of pounds should exercise the minds of Ministers, Consuls or Admirals. The comparatively small business carried on, by the pioneers invariably, if properly protected, develops enormously and pioneers pushing forward our trade frontiers, if I may use the term, are especially valuable subjects who should be granted special aid by our officials and special protection whenever necessary. These statements are based on common sense and I challenge contradiction.

When the China-Japan war broke out we knew how strongly Lord Rosebery and the Under Secretary of State for Foreign Affairs expressed themselves as to the importance of our trade interests in China and the firm determination of the Government to afford every British subject in every Treaty Port in China ample protection. To give effect to this promise we know that the strength of the Fleet was materially increased and, if I am not much mistaken, a special grant was made. I do not for one moment wish it to be supposed that I deny that through the turn of events political it has become necessary to make special calls—on the capacity and energy of our Navy, but, on the other hand, it must be remembered that during the greater portion of the recent warlike operations in North China it never seemed to the naval authorities either unreasonable or too great a drain on their resources to have almost the whole Fleet dogging the footsteps of the Japanese and watching over the lives and property of all British subjects who happened to be near the scene of actual hostilities and this, too, without regard to their numbers or the dimensions of the trade of the port in which they chanced to be located. If it is thought necessary that further local extension of our present demands should be advanced, then I could point to

The various paragraphs and telegrams reporting the bombardments of Aomori and Takow, which have appeared from time to time in certain Eastern papers are all a morass of what satisfaction the dissemination of such "yarns" gives to the fabricator of a such to comprehend. Some imaginative scribes have, I see, got on a cholera scare and aver that "cholera is raging in South Formosa," which is a barefaced falsehood. I am reliably informed that even of the number of cases of cholera which usually come to our notice at this season of the year are less than usual—in fact conspicuous chiefly by reason of their absence. What the Japanese may bring with them when they at last come it is impossible to say, but as they are reported to have been stricken with cholera wherever they have planted their flag it is possible that they may yet have to combat that scourge. You can rely on my statement that cholera is non-existent in South Formosa. The great disaster caused by the Admiral's action surely fills our cup of bitterness full enough without mischievous horror-mongers piling on the agony by manufacturing reports of the ravages of a fell disease in these realms of the blest.

At the present moment the outlook is bleak indeed and all sorts of alarming rumors are afloat. It is stated, for instance, that Tidewater McCallum is about to join the Black Flag and that he will re-open the Custom House as soon as Mr. Spenser leaves, but what earthly utility there could be in such a move I am at a loss to understand. It might not be a bad thing, *for the moment*, but would it either raise foreigners in Liu's estimation or fill the depleted treasury of this blustering Chief? The situation is very critical and we can only trust to luck.

THE EXPANSION OF TELEGRAMS.

THE "SHANGHAI MERCURY" AND THE "CHINA MAIL."

The following letter has been forwarded to us for publication:

"Shanghai Mercury" Office, Shanghai, 5th July, 1895.

To the Editor of the "China Mail."

SIR,—In your issue of the 25th June you published a leading article reflecting on the administration of this paper. You state "The Times and the Central News which, concerning one of our Far Eastern contemporaries intimately, and constitutes a strange commentary on certain blatant trumpet-blowings of the Shanghai Mercury."

The gist of your article referred to certain amplifications of telegrams sent to the office of the Central News. These amplifications are acknowledged to have been in London. It is therefore without the scope of the present communication to attack or defend them.

You, however, by inference, connected these charges with the Shanghai Mercury. With the telegrams, or their expansion, the Shanghai Mercury has not, and had not, any connection; it neither is, nor was at any time, the agent of the Central News. Some of these telegrams, but by no means all, were supplied to the Mercury, and as published here exhibit a different aspect from that presented by them after their arrival in London. Mr. J. D. Clark was, as a fact, the telegraphic correspondent of the Central News for China, India, and Japan, and had nothing to do with any telegrams passing through London from Japan nor did he ever re-transmit, as stated by you, telegrams from Japanese sources. Mr. Clark is at present absent from Shanghai and has explained through the columns of the Kobe Chronicle his position in the affair.

The telegrams published in the Mercury were received from our correspondent in Japan by special arrangement, and were not in any case re-transmitted to London.

Certain telegrams appeared in London with regard to naval operations off Chefoo and the alleged sinking of the Chinyuen. We have already (S.M. April 10th) shown that these telegrams did not emanate from the Shanghai Mercury. Referring to the Shanghai Mercury Correspondent telegraphed on the 9th February: "The Chinese men-of-war Chinyuen, Tingyuen and Kwangping are reported to be all right by last advice." On the same day we received from Yokohama news of the destruction of the Chinyuen and of damage done to the Tingyuen. On the 13th February our Chefoo correspondent speaks of the safety of the Chinyuen and incidentally refers to the loss of the Tingyuen. On the 23rd June, just two months later, you state: "The Central News had no representative anywhere near the spot except a Shanghai Mercury man who was in Chefoo or Japan, whence it was transmitted. Our Correspondent, it may be noted, was nearly a month in Chefoo prior to the fall of Liookungto; he left because there was nothing further to report. Mr. Clark, as Editor of the Shanghai Mercury, was in Chefoo for a considerable time at the beginning of the war, seeking to make arrangements to keep a correspondent permanently with the Chinese forces, but was reluctantly compelled to abandon the intention. We have all through had our telegraphic correspondents as close as possible to the actual seat of war, and have received and published the first authentic news of every event of importance since the commencement of the war between China and Japan. Whether this is, or is not, a reasonable ground for self-congratulation we leave to the public to decide.

With the "expansive" telegraph system, reference to which closes your article, the Shanghai Mercury has thus had nothing whatever to do, as a reference to our daily columns will be sufficient to prove. I have, therefore, to request you to withdraw, in as conspicuous a manner as you made them, your strictures on this paper and its correspondents contained in your paper of the 25th June, and in your mail summary of the following day.

For the Proprietors of the Shanghai Mercury, THOS. W. KINGSMILL.

MR. J. D. CLARK AND THE "KOBÉ CHRONICLE."

MR. J. D. Clark, the Editor of the Kobe Chronicle, who, according to the Kobe Chronicle of the 21st ultimo, arrived at Kobe on the 19th

June for a brief visit, called upon the Editor of the Kobe Chronicle on the 20th ultimo with reference to the discussion concerning the expansion of telegrams. Referring to Mr. Clark's call the Kobe paper of the 21st June says:—"He avers that no telegrams whatever originating in Japan were forwarded by him to the Central News, and that he only acted for the Central News as regards Shanghai, Chefoo, Peking, &c. All the telegrams published in the Shanghai Mercury were from a correspondent at Yokohama, and were paid for, but whether these were the same as the despatches received by the Central News in London Mr. Clark does not know. We willingly give publicity to this statement by Mr. Clark, but, as will be seen, it does not touch the main point at issue, which is the question of expansion. From the very first we pointed out that there was no reflection whatever upon the Editor of the Shanghai Mercury, who, even if he were the medium through which the Central News telegrams were sent, had no responsibility for their manipulation when they reached London. As we have already pointed out, it matters nothing whether the Wei-hai-wai telegrams from Tokyo passed through the hands of the Central News correspondent at Shanghai or were forwarded by the telegraph companies. What appears to us clear is that the despatches issued by the Central News were based on the same telegrams that the Shanghai Mercury received, though Mr. Clark was at his station, quite unaware of the connection."

THE GYMKHANA.

The second Gymkhana, '95 season, will be held on the Racecourse to-morrow, 12th July, under the patronage of His Excellency Sir William Robinson, K.C.M.G., His Excellency Major-General Black, C.B., and Commodore G. T. H. Boyer, R.N.

Committee:—Capt. Gould-Adams, R.A.; R. Alexander, Esq., R.R.; A. Babinington, Esq.; Lt.-Col. Barrington, R.N.; Hon. J. J. Bell-Irving, Hart Buck, Esq.; Lord Chas. Conyngham, R.R.; W. A. Cruickshank, Esq.; Capt. Gordon, R.A.; R. M. Gray, Esq.; Capt. Loveband, A.D.C.; A. S. Maunier, Esq.; G. C. C. Master, Esq.; Lt.-Col. The O'Gorman, D.A.A.G.; C. S. Taylor, Esq., R.A.; Commander W. F. Tunnard, R.N.

Judges:—Hon. J. J. Bell-Irving and Lieut. Col. The O'Gorman.

Starter:—A. Babinington, Esq.

Clarks of the Scales:—R. M. Alexander, Esq.

Timekeeper:—R. M. Gray, Esq.

Hon. Secretary pro tem.:—Godfrey C. C. Master, Esq.

EVENTS:

FOOT RACE; two hundred yards; for Ladies; winners of any foot race in Hongkong penalties 10 yards; first \$2.00; second \$1.00; third \$0.50; fourth \$0.25.

HAIF MILE RACE; for all China ponies; weight for inches as per scale, with 10 lbs. added; subscription prizes allowed 10 lbs.; bond \$100; polo points allowed 15 lbs.; winners at any race in Hongkong penalties 10 lbs.; extra of two or more such races to the extra winners of a first race at the last Gymkhana meeting 7 lbs. extra; penalties accumulative; entrance \$1.00; first prize a cup value about \$40; second 70 per cent. of entrance fees; third 30 per cent.

Messrs. Lewis & Power's Dandy, 12st 11lb

Lord Chas. Conyngham's Glencles, 12st 21lb

Major G. K. Moore's Sweetbriar, 12st 11lb

Mr. R. M. Gray's Pickaninny, 12st 11lb

Mr. George's Harfang, 12st 11lb

C. C. Ellet's Silver Dart, 12st 11lb

Mr. W. A. Cruickshank's Simple Simon, 12st 8lb

Mr. J. J. Bell-Irving's Daylight, 12st 8lb

Mr. G. N. Salmon's Q.C., 12st 11lb

Mr. Hart Buck's Viper 12st 8lb

FOOT RACE; open to all European soldiers; Victoria Cross race; to run 50 yards to a hurdle; jump hurdle, pick up dummy and back over hurdle; past starting post carrying dummy; first \$7.00; second \$5.00; third \$3.00; fourth \$2.00.

HURDLE RACE ONE MILE; for all China ponies; weight for inches as per scale; winners of a stepchase or hurdle race 10 lbs. extra; bond \$100; polo points allowed 15 lbs.; entrance \$1; first prize a cup value about \$40; second 70 per cent. of entrance fees; third 30 per cent.

Mr. George's Harfang, 12st 11lb

Captain F. R. Loveband's The Friar, 12st 8lb

Mr. Hart Buck's Voligier, 12st 11lb

Mr. Manner's Magic, 12st 11lb

Mr. G. N. Salmon's Q.C., 12st 11lb

THREE FURLONGS RACE, for all China ponies that have never been placed at any race meeting in Hongkong or China, or any other day at any race meeting in Hongkong or China, or at any Gymkhana in Hongkong; weight for inches as per scale, with 10 lbs. added; to be ridden by riders who have never won a race at any race meeting in Hongkong, China, Japan, or Manila; entrance \$1; first prize a cup value about \$30, presented by Lieut. Col. The O'Gorman; second 70 per cent. of entrance fees; third 30 per cent.

Lord Chas. Conyngham's El Diablo 11st 5lb

Captain Burney's Harbo, 11st 5lb

Mr. Master's No Go, 11st 11lb

THREE-QUARTER MILE HANDICAP; for all China ponies; first prize a cup value about \$50 presented by Thomas Jackson Esq.; second 70 per cent. of entrance fees; third 30 per cent.

Mr. W. D. Graham's Baccarat, 12st

Mr. J. J. Bell-Irving's Daylight, 12st 11lb

Messrs. Lewis & Power's Dandy, 12st 11lb

Mr. George's Harfang, 12st 11lb

Mr. Hart Buck's Voligier, 12st 11lb

Mr. Hart Buck's Viper, 12st 11lb

Mr. W. A. Cruickshank's Warlock, 11st 6lb

Mr. W. A. Cruickshank's Simple Simon, 12st 8lb

Mr. E. M. Gray's Pickaninny, 12st 11lb

Lord Chas. Conyngham's Glencles, 12st 11lb

Major G. K. Moore's Sweetbriar, 12st 11lb

LADIES' NOMINATION, Screen Race.—Competitors to start mounted at the winning post on the race course facing up the Valley on the fall of the flag dismount and receive a buttonhole badge from the nominator; remain on horse and jump on to the training track at a place marked; jump two flights of hurdles and pass through two paper screens; first past post win. No dismounting and no whip nor spur allowed; any rider disqualified who makes a hole in the screen in any way other than with his mount; to win must have bouquet properly pinned in buttonhole; two prizes presented by Messrs. R. M. Gray and G. C. C. Master.

Nominated by

Mr. W. D. Graham's Haughty, Mrs. Richardson

Capt. F. R. Loveband's The Friar, Mrs. Leigh

Mr. H. F. E. Lewis's Tommy, Mrs. Botfield

Mr. W. A. Cruickshank's Engineer, Mrs. Hawkins

Mr. Burton's Highflyer, Mrs. Gray

Mr. Landale's Endeavour, Miss Boyer

Mr. G. D. Campbell's Chop Chop, Mrs. Sanson

Mr. G. N. Salmon's Q.C., Mrs. Moore

By kind permission of Colonel Barrow and the Officers of the Hongkong Regiment the Band of the Regiment will attend.

THE TAKASHIMA COLLIERY.

The present condition and future prospect of the Takashima colliery are discussed in the Nagasaki vernacular paper. The coal-mining operations of the Mitsubishi Firm, carried on in the vicinity of Nagasaki, are very closely connected with the prosperity of the town. It is for the purpose of coaling that mail steamers of England, France, and the United States of America specially call at the port, even though they have no passengers or cargo for Nagasaki. In the event of a failure in the coal supply, the result, so far as Nagasaki is concerned, would be deplorable, for with the diminution of shipping the prosperity of the town would decline. It is to be greatly feared that the town has cause for anxiety in regard to the supply of coal in its near neighbourhood. The Takashima mine, which once enjoyed the reputation of being the largest in Japan, and was one of the principal sources of income for the Mitsui Bishi Firm, besides being regarded as an important national resource, has begun to show signs of being worked-out. But the other colliery, at Hajima, has not been worked very long and promises a hopeful future. In fact, compared with the yield of the year before last, the increased output for 1895 is more than 100 tons per day, the total extraction being about 300 tons per diem. But the yield from the two collieries is now only between 150,000 to 200,000 tons a year, and is gradually growing less. The Mitsui Bishi Company are already taking steps to open up a new coal-field, and trial mining has been commenced on the island of Yokohama. Up to the present the results have proved satisfactory, and the firm is making arrangements for increasing the output of the mine. It is matter for regret, however, that this mine is situated on a very small island, the area not being half that of Hajima, and the preparatory works are beset with many difficulties. No definite estimate can therefore be formed as to the production to be anticipated from this new colliery. It is greatly to be hoped that the mine will prove productive, for owing to its convenient situation, close to the harbour, it will enjoy great facilities of transportation, and should, says the Japan Mail, become in every respect a profitable venture.

SHIPPING AND MAIL NEWS.

MAILS DUE:

Canadian (Empress of Japan) 16th inst.

Australian (Taiwan) 17th inst.

Tacoma (Tacoma) 19th inst.

American (Peru) 19th inst.

American (Coptic) 23rd inst.

SHIPPING RETURNS.

From 6 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Plectrola, steamer from Saigon.

Mascolite, " " Singapore.

Progress, " " Hocho.

Haitian, " " Coast Forts.

Ceylon, " " Cochin.

Palawan, " " Hong Kong.

Molinday, " " Hong Kong.

Katana-Hind, " " Europe.

Katana, " " Amoy.

Chelydra, " " Singapore.

Lokang, " " Canton.

Looh, " " Bangkok.

Ly-moon, " " Shanghai.

Aggregating 20,052 tons register.

DEPARTURES.

Nanyang, steamer for Amoy etc.

Lifoo, " " Canton.

Tatung, " " Canton.

A. Ahear, " " Singapore.

Vindobona, " " Swatow.

Chunshin, " " Swatow.

Choyang, " " Swatow etc.

Aggregating 10,390 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

Active, steamer to Kowloon Dock.

Nanyang, " " " "

The new electric lamp on the Fire Island Lighthouse which is the most powerful in the world was lighted for the first time on July 1st.

It is said to be visible to ships 100 miles out at sea. The light itself can not be seen at that distance, as that would be impossible, owing to the curvature of the globe, but the flash in the sky can be discerned 100 miles off.

It is becoming more and more apparent every day, says the Kobe Chronicle of the 12th ultimo, that we need in the United States something corresponding to the Pilinsol law of Great Britain, under which no vessel can be so loaded as to draw more than a certain draft, the limit being indicated by certain marks painted indelibly upon her hull. No matter what her cargo may be, she may go down in the water only to the Pilinsol mark. The Colima disaster was, almost certainly, due to overloading, and the disappearance of other vessels sailing to and from this port is chargeable to the same cause.

The San Francisco Commercial News of 2nd ultimo says:—Aliens who have resided in the United States for six months or more and who have declared their intention to become citizens of the United States, can be licensed as engineers or masters in the American Merchant Marine. Such was the decision of Attorney General Olney in the American Shipbuilders, in the question referred to him by Secretary Callahan as to the legality of the action of Secretary Foster in granting licenses to the alien engineers who were serving on the American Line steamers New York and Paris at the time they were granted American registry under special act of Congress. General Olney decided that the action of Secretary Foster was valid, and that the act of 1874, under which he acted, was still in force, and unreppealed by the Act of 1884, known as the Dingley Act, notwithstanding the contention of the National Association of Marine Engineers of the United States that it had been repealed.

THE "COLIMA" DISASTER.

It is stated in a recent issue of the San Francisco Commercial News that the following insurance offices had lines on the cargo of the steamer Colima which foundered near Manzanillo on 27th May:—

Company. Amount.

Swiss Marine.....\$ 11,000

U. S. Lloyd's.....140

Gutts & Frank's Agency.....25,000

Friemans' Fund.....21,202

Canton.....1,803

Standard Marine.....12,800

British & Foreign.....12,000

New Zealand.....6,000

Thames and Mersey.....580

North China.....1,010

Western.....141

Voss, Conrad & Co.'s agency.....2,500

Manheim.....143

Transatlantic Marine.....1,300

Sun.....250

Ocean Marine.....240

Total.....\$ 84,533

Besides the above, the Oriental and Man On Insurance Companies had, according to the Commercial News, lines on the cargo of the ill-fated steamer.

LATEST KOREAN NEWS.

Latest intelligence from Korea points to a cooling of the alleged friendship between Boku Eiko and the Queen. That of course, would mean the decline of Boku's influence in the Government. The Yiji Shimpō says that the following telegrams were received in Tokio on Saturday last:—

The attempt to displace the guards of the Palace by troops trained under the new system has given offence to the King, who indignantly declared that it was an act of disloyalty to change the existing regulations and remove Her Majesty's body guards. Premier Boku Teyo thereupon tendered his resignation. On the following day, Boku Eiko had an audience with the King, and his explanations seem to have somewhat assuaged the latter's wrath. The situation is uncertain.

Of late the relations between the Queen and Boku Eiko are not satisfactory, and the King is also inclined to treat him with less consideration. A crisis is impending in the political situation. The telegram does not give the date of the incident about the Palace Guards, but it must have been a recent occurrence.

According to a letter from Seoul, a party antagonistic to Japan has arisen in the Korean Government. This party nominally advocates the study of the English language, but the real object is believed to be opposition to Japanese influence. It includes officials that have visited either Europe or America. Boku Eiko, who is now believed to be friendly to Japan, heads the other party which insists upon the utility of the Japanese language as the medium through which modern civilisation must be imbibed by the Koreans. En passant it may be noticed that the school conducted by Japanese in Seoul are in a prosperous condition. The ex-Minister-President, Kim Kook, is reported to be effectively promoting the success of the schools.

The Yomuri Shimbun's correspondent states that Mr. Sassa Tomotaka, M.P., and Mr. Shiba Shiro, M.P., who had gone to Korea for the alleged purpose of ascertaining the truth about the alleged combination between Boku Eiko and the Russian Minister, paid a visit to the latter on the 15th of June. The following dialogue is said to have taken place between M. Weber and his guests:—

M. Weber:—As your country has had long intercourse with Korea, the historical relations between the two States include several unhappy episodes. It is well that you should endeavour to effect reforms in Korea, but there is danger that your friendly intentions may cause bad feelings among the people of the country. Japan would do well to be careful in her work of reform here.

Mr. Sassa:—Japan's endeavours to regenerate Korea have received the recognition of the world. I do not know what Koreans of the lower class may think, but I am sure that all Koreans having the least sense and judgment appreciate the kindly motives of Japan. History proves that, in spite of one or two unpleasant incidents in their past intercourse, the Japanese and Koreans have been on friendly terms. Whatever feelings of ungratefulness may have remained in Korean minds, are now entirely dispelled. Allow me, therefore, to ask you to entertain no uneasiness on Japan's account.

Mr. Shiba:—The latest newspapers from Europe contain a statement that your country intends to acquire in the East a sort open during all seasons of the year. May I ask you whether there is any truth in that report?

Mr. Weber:—There is no truth in that. Such statements may perhaps be found in English papers. The English are very cunning. They always say bad things about us in their papers, and thereby inflict no small injury upon Russia. The story that Russia intends to obtain such a port is a canard manufactured by the English. Russia does not pursue an aggressive policy. You know that she has not invaded any country during the past ten years. You may conclude from this that Russia has no ambition either to make any conquest or to obtain a port in these waters.

The Russian Minister is represented as having then proceeded to criticise the policy of the English Government. How accurately the interview is reported we cannot of course say. The Kokkai's correspondent states that there is a tendency in the Korean Government to dislike the Japanese Advisers. He further mentioned that a large number of Occidental adventurers have arrived at Seoul to get positions in the Korean service.—Japan Mail.

THE CASE OF ADMIRAL MEADE.

The case of Admiral Meade, who had to resign his appointment in the U. S. Navy owing to his anti-British action in the Nicaragua affair, has begun to receive comment among naval officers in Great Britain and on the Continent, and in the House of the Broad Arrow Naval and Military Gazette, London, which, according to the "Frisco Bulletin," reached the Navy Department at Washington on the 12th ultimo the leading editorial is devoted to the subject.

Even Admiral Meade, who is quietly summering in Washington, having taken to exercising on a bicycle, was, it is said, surprised at the news contained in the editorial, which is as follows:—

The American Government has shown its good will to England, not only by its amiable attitude towards the British fleet, but also by its suppression of Rear Admiral Meade, who was sent on the Nicaragua coast. Admiral Meade, with indiscretion which is as painful to Englishmen as it is foolish, expressed his regret that his Government had not allowed him to act with vigour against us.

He was anxious to support the Nicaraguans in their tactical resistance to our just demands; and for this he has been punished. We cannot but sympathise with the United States, which certain American naval officers occasionally send us toward us. We have in our mind Admiral Belknap, who stated that the Japanese could easily whip the Britishers, as the British navy was quite an inefficient force. Such talk does us an immensely of harm when the two branches of our race are drawing closer together.

Captain Mahan and Admiral Erben did not think or speak in this way, and on the side of the Atlantic there is nothing to beget the ill-feeling in the new American Navy. We do not grudge our cousins their greatness; we do not interfere with their foreign policy, and we look forward with a hope to the future possibility of an alliance, which would be the only really popular alliance to England.

The Spectator, says the London "special" of the Bulletin, makes a happy suggestion, which might be acted upon by our Government. The United States has shown its friendliness by removing Admiral Meade. Let us do an equally gracious act by asking that he may be reinstated in his command. It would certainly promote a kinder feeling toward us among officers of the American Navy, and might even make Admiral Meade himself think the Britishers are not such terrible villains after all.

DEAFNESS. An essay describing a really genuine Cure for Deafness, Singing in Ear, &c., no matter how severe or long-standing, will be sent post free.—Artificial Ear-Drums and similar appliances sent on application. Address: THOMAS KATZ, Victoria Chambers, 19, Southampton Buildings, Holborn, London.—Advt.

Intimations.

HOP BITTERS.

FOR GENERAL DEBILITY, BILIOUSNESS, NERVOUSNESS, INDIGESTION, FEVER AND AGUE, LIVER COMPLAINTS and all KIDNEY DISEASES.

CHAMPAGNE BITTERS.

NOURISHING, INVIGORATING and REFRESHING.

WATKINS & CO.,

51, APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

Hotels.

THE STAG HOTEL, (ESTABLISHED 1877), 148 & 150, QUEEN'S ROAD CENTRAL.

